

ESTABLISHED 1881.

THIRTY DOLLARS
PER ANNUM.

Intimations.

**BELL'S ASBESTOS EASTERN
AGENCY, LIMITED.**

HONGKONG HOTEL-PRAYA.

S.S. "AMARA,"
KONG, MARCH 28TH, 1896.

W. JACKSON, Esq.

DEAR SIR,

11. *Journal of the American Medical Association*, 273, 1995, 1033-1034.

UNITED ASBESTOS ORIENTAL
AGENCY, LIMITED.

101

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS COMPANY, LIMITED, LONDON,
PIONEERS OF THE ASBESTOS TRADE.
Contractors to H.M. Government, and the Principal English, Indian, Colonial and Foreign
Railways, including the Imperial Railways of Japan.

MANUFACTURERS OF
The Best Qualities of ASBESTOS and RUBBER GOODS for the VERY HIGHEST PRESSURES.
Cheaper Qualities for LOW PRESSURES.

The "VICTOR" METALLIC PACKING has been adopted by the Lords of the Admiralty for use throughout Her Majesty's Navy.

The "VICTOR" METALLIC JOINTING MATERIALS for Steam and Hydraulic Joints, Manhole and Mudhole Doors, etc., are also used on every Battleship, Cruiser, Gunboat, Torpedo Boat and Transport in H.M. Service.

"SALAMANDER" Non-conducting Composition for Boilers, Hot-water Tanks, Pipes, &c. IN TWO QUALITIES.

SPECIAL QUOTATIONS FOR QUANTITIES.
SUPERINTENDENT.....THOS. SKINNER.
DODWELL, CARLILL & Co.,
 General Agents.

W. POWELL & CO.

EX S.S. "GLENFRUIN."
SOME PARTICULARLY PRETTY SPECIALITIES IN
LADIES MILLINERY
AND
DRESS GOODS.
ILLUSTRATIONS FREE BY POST

Hongkong, 23rd July, 1896. W. POWELL & CO. 11004



MOET & CHANDON'S
DRY IMPERIAL
CHAMPAGNE

TRADE MARK. 源和
Home Name:— 源和
FIRST QUALITY.

YUEN WO.
TELEPHONE, No. 135.

<i>Per Case of 1 doz. Quarts.....</i>	<i>\$41.00.</i>
<i>Per Case of 2 doz. Pints.....</i>	<i>\$45.00.</i>

GANDE PRICE & CO.
WINE AND SPIRIT MERCHANTS,

No. 12, QUEEN'S ROAD CENTRAL.
Hongkong, 17th July, 1896. [420]

W. BREWER & CO.

LAWN TENNIS BALLS.
THE FAULTLESS.

(1895 BALLS AT REDUCED PRICES.)

TENNIS BAT HANDLES. TENNIS SHOES.
FRESH STOCK.
Hongkong, 22nd July, 1896. [899]

EXPLOSION IMPOSSIBLE.
IASTRAM'S PATENT

ASTORIA PETROLEUM ENGINEERS

PETROLEUM ENGINES
OF 2 TO 12 H.P.
FOR FACTORIES AND LAUNCHES:

WORKED BY ORDINARY PETROLEUM.
Consumption of Petroleum 1 lb. per H.P. and Hour.

A Working Stationary Engine and a Launch with a 4 H.P. Engine will be shown and full particulars be given on application.

SCHEELE & CO., HONGKONG,
SOLE AGENTS FOR THE EAST.

471 NO PROFESSIONAL ENGINEER REQUIRED.

FOR SALE.
—(c)—
G. H. MUMM & Co's CHAMPAGNE.

In cases of 2 doz. prints \$95 per case.
do " " " " " "

SHEWAN & Co.,
 AGENTS.

100

Intimation.

The Shanghai List positively closes on 15th August; the Outport List will close on the 31st August.

Dated the 1st July, 1896.

SHANGHAI OIL MILL CO., LIMITED.

To be incorporated under the Companies Ordinance 1865 to 1890 of Hongkong, whereby the liability of Members is limited to the amount of their Shares.

CAPITAL, 250,000 MEXICAN DOLLARS, Divided into 500,000 Ordinary Shares of \$5 each, and 200,000 Preference Shares of \$5 each.

(With power to increase.)
102,000 Shares are reserved for the Promoters; the remaining 400,000 Shares will be divided between the holders of Ordinary Shares. Each applicant for 100 Ordinary Shares can apply for one Preference Share. Founders' Shares not taken up will be allotted at the discretion of the Directors. It is proposed to issue at present only 7,800 Ordinary Shares, of which 2,000 have been subscribed for, and will be allotted; 1,500 shares are reserved for subscription at the Outports in Cebu and in Japan, and the remaining 4,300 shares are now offered for subscription in Shanghai, payable as follows:—

\$10 ON APPLICATION;
\$15 ON ALLOTMENT.

Directors: W. H. SHORT, Esq., BARNES DALLAS, Esq., ROBERT A. ORD, Esq., WONG YIK PU, Esq., YANG TAI KEE, Esq.

Bankers: THE HONGKONG AND SHANGHAI BANKING CORPORATION.

General Managers: Messrs. FRANK DALLAS & Co.

Legal Advisers: Messrs. JOHNSON, STOKES & MASTER.

THE Company is formed for the purpose of Manufacturing all descriptions of VEGETABLE OIL. The present output of Oil from native hand-mills is insufficient to meet the general demand, besides being deficient in quality. In order to supply the increasing requirement of the market for a better description of Oil, the Company propose adopting the latest improved machinery similar to that used by the best Oil Mills in Europe and America. The special object of the Company will be to supply the Local Market and Outports with Oil of superior quality, at remunerative prices, which will compare favourably with existing rates. There is undoubtedly a great demand for a better class of VEGETABLE OIL than is at present obtainable, and with the rapid output and economical working of a Mill, arranged on the best principles, the Company will be more than able to compete successfully against native hand-mills.

With the natural advantages that Shanghai possesses in cheap labour and the ready supply of raw materials, combined with one of the largest Oil markets in China, there is every assurance that the Company will have a most successful future.

As far as can be ascertained native hand Oil Mills have been earning for some years past dividends of over 15% per annum.

The management and direction of the Company will be in the hands of Messrs. FRANK DALLAS & Co., as General Managers, but subject to the supervision of the Directors.

The Directors are in treaty for an eligible site for the Mill, and it is not anticipated that there will be any difficulty in obtaining land in a suitable locality at a reasonable price. The plans of the Mill Buildings are being prepared by a local Architect, and as soon as the Shares are allotted, the buildings will be commenced.

The promoters of Ordinary Shares will be entitled to a cumulative dividend of 12% before the holders of Founders' Shares participate in the profits. All the profits over and above 12% will be divided, one-half to the holders of Founders' Shares, and one-half to the holders of Ordinary Shares.

The promoters will pay all the preliminary expenses incurred in the formation of the Company up to the date of allotment. The only contract entered into by the promoters is that of July, One Thousand Eight Hundred and Ninety-six, between Messrs. WILLIAM HENRY SHORT, on behalf of the Company, and FRANK DALLAS and TAI KUNG SUNG.

Where no allotment is made the deposit will be returned in full, and in case a lesser number of shares be allotted than is applied for, the surplus will be applied in whole or in part, as the case may be, to the payment of the amount due on allotment.

Prospectus and forms of Application for shares may be obtained from the Company's Bankers and at the Office of the General Managers, or at the Office of the Legal Advisers, where copies of the Memorandum of Association of the Company and the Contract above mentioned may be inspected.

Advertisements.

WANTED.

CAMERA & PLATE for TRIPOD.
Apply, stating Particulars and Price to CARMICHAEL & Co., Ltd.
Hongkong, 23rd July, 1896. [1168]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
FROM ANTWERP, LONDON AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 4 A.M. on the 24th instant.

Goods not cleared by the 30th instant at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE, Superintendent.
Hongkong, 23rd July, 1896. [1161]

Today's Advertisements.

ZETLAND LODGE.
No. 515, E.C.

A NERGENCY MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, THIS EVENING, the 23rd instant, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 23rd July, 1896. [1154]

WIRTH'S CIRCUS AND MENAGERIE.

Sole Owner.....MRS. HARRY WIRTH.
Manager.....J. J. CAMERON.

LOCATION, EAST POINT, NEAR KENNEDY'S STABLES.

GRAND OPENING, TO-NIGHT! TO-NIGHT!!

Doors Open at 8 P.M.
Performance at 9 P.M. Sharp.
CARRIAGES AT 11.15 P.M.

Although this is WIRTH'S CIRCUS' First Visit to Hongkong, We hope that the Favourable Impression made in other parts of the world with the Amusement-Going Public As an Establishment OF

STANDARD MERIT, Will Entitle us to Ask FOR YOUR PATRONAGE, As Neither EFFORT NOR EXPENSE HAS BEEN SPARED In securing FIRST-CLASS ARTISTS, BOTH MALE AND FEMALE, AND A MAGNIFICENT STUD OF

OR TRAINED HORSES, AND WONDERFUL PERFORMING WILD ANIMALS.

No Doubt a Number of CIRCUSES Have appeared in Hongkong, some of which gave EXCELLENT PERFORMANCES, while with others STREET PARADES, FLAMING POSTERS AND BEPUFFED ADVERTISEMENTS Really Constituted the Largest Part of the Show.

We Faithfully Promise to Our Patrons to produce AREN'T ENTERTAINMENTS OF A SUPERIOR CHARACTER, Equal to any ever Witnessed in this City, and the Public CAN JUDGE.

PRICES OF ADMISSION:— Boxes Seating 6 Persons \$10, Single Box Seats \$2, Chaper on Raised Platform \$1.50, Stall Chairs \$1, Gallery \$0.50.—Soldiers Half Price, excepting to Boxes and Gallery.

Received Seats during the day at W. BREWER & Co., UNDER HONGKONG HOTEL.

WILL T. DORRANCE, Advertising Agent.
Hongkong, 23rd July, 1896. [1159]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND SOERABAYA.

THE Steamship "PAKHAI," Captain Stott, will be despatched TO-MORROW, the 24th instant, at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 23rd July, 1896. [1150]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Steamship "HOIHOW," Captain Goodall, will be despatched on SATURDAY, the 25th instant, at 10 A.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 23rd July, 1896. [1151]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship "ZAFIRO," Captain Cobban, will be despatched for the above Port on MONDAY, the 27th instant, at 5 P.M.

This Steamer has Superior Accommodation for Passengers.

For Freight or Passage, apply to SHEWAN & Co., General Managers.
Hongkong, 23rd July, 1896. [1157]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Steamship "NANCHANG," Captain Flinlayson, will be despatched on SATURDAY, the 1st August.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 23rd July, 1896. [1156]

Today's Advertisements.

NORDDEUTSCHER LLOYD. NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI. (Passing through the INLAND SEA.) THE Company's Steamship

"HOENZOLLERN," Captain A. Harrasowitz, will leave for the above Ports on or about WEDNESDAY, the 29th instant.

For further Particulars, apply to MELCHERS & Co., Agents.
Hongkong, 23rd July, 1896. [1152]

NORDDEUTSCHER LLOYD. NOTICE.

STEAM TO SHANGHAI. THE Company's Steamship

"SACHSEN," Captain H. Supper, due here with the outward German Mail about the 28th instant, will leave for the above place about 24 hours after arrival.

For further Particulars, apply to MELCHERS & Co., Agents.
Hongkong, 23rd July, 1896. [1153]

Intimations.

DAKIN, CRICKSHANK & COMPANY, LIMITED, VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSES and other Large Consumers.

Any complaints should be addressed to the Manager.
Hongkong, 23rd July, 1896. [1157]

A. S. WATSON & CO., LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF

AERATED WATERS.

OUR AERATED WATER FACTORY is fitted with the best English Machinery, embodying the latest improvements in the trade.

The Purest Ingredients only are used, and the utmost Care and Cleanliness exercised in the Manufacture throughout.

The Water used is proved by repeated Analyses to be Absolutely Pure.

For COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG."

And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—

PURE AERATED WATER.

SODA WATER.

LEMONADE.

POTASH WATER.

SELTZER WATER.

LITHIA WATER.

SARSAPARILLA WATER.

TONIC WATER.

GINGER ALE.

GINGERADE.

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & CO., LTD. THE HONGKONG DISPENSARY.
Hongkong, 23rd July, 1896. [1158]

The Hongkong Telegraph

HONGKONG, THURSDAY, JULY 23, 1896.

THE MILITARY CONTRIBUTION.

In March last a very carefully prepared and very temperately worded Memorandum on the subject of the Military Contribution was prepared by the Unofficial Members of Council, was signed by them all, and was forwarded through the Governor to the Secretary of State for the Colonies. This Memorandum lightly sketched the history of the Military Mulct, called attention to the readiness with which it had been submitted to in its various stages by the community, and to their acceptance of the principle of a percentage charge on the general revenue of 17½ per cent. as being fair and reasonable. It claimed that the Colony should be placed on the same footing as Singapore, that though there was no municipal government properly so-called in Hongkong, the general revenue contained very many items which were distinctly and unmistakably municipal in their character, and which were raised and expended within the city of Victoria, and that, as in the Straits Settlements, these items should be excluded from the calculation of the gross revenue to be rated to the Military Contribution. The Memorandum entered into a detailed examination of these different items and clearly demonstrated their municipal character. The Memorandum then went on to particularize a considerable number of other heads of revenue included in the Estimates and swelling the Gross Revenue which were not in any sense revenue at all, as, for example, monies collected by the Post Office for the Postal Union and Imperial Post Office; eight thousand dollars charged the different departments of the Government for water supplied by the Water Authority—a mere book entry, and in no sense revenue or income; a sum of fifteen thousand dollars inserted to cover refunds that might have to be made to the public during the year in respect of overcharges; a further sum of forty-six thousand dollars introduced into the Estimates for the first time last year for the sole purpose of swelling the gross revenue in the form of "Appropriations in Aid"—payments made for services rendered—and, last but not least, the monies raised for the purpose of paying the interest and principal of loans for public purposes, namely, the Water Works, the Gap Rock Light, and the Central Market. In respect of these items the Memorandum respectfully requested the Secretary of State to direct their reconsideration and to give specific directions as to each.

His Excellency the Governor in forwarding this Memorandum very strongly supported it on all points, except as to the municipal character of any portion of the Colonial Revenue. As regards this matter, he simply puts it that, in his opinion, the position taken up by the memorialists is untenable. Curiously enough, he and his Colonial Secretary were the very first to raise this question and to claim that a very considerable portion of the general revenue should be exempted from the military tax because it was in its nature essentially municipal. It seems strange that his opinions should have undergone so considerable a variation in the interval between the 28th August, 1895, the date of his despatch on the subject to the Marquis of Ripon, and the 21st April last; but more extraordinary conversions than this occur repeatedly in the case of devoted Government officials. With reference to the Post Office, the Governor made out even a stronger case for the Colony than the Unofficial Members did. He urged that only the profits accruing to the Colony out of the working of the Post Office should be treated as Revenue, and that to do otherwise was to tax both capital and income instead of income only. He admitted the obvious justice of the claim made by the memorialists as to the "Appropriations in Aid," as to the entries on account of water supplied, and as to the monies raised to provide for the payment of the interest on loans and for the repayment of the monies borrowed.

One would have naturally supposed that so moderately worded and so obviously just and fair a representation made on behalf of this thoroughly loyal community by its representatives, elected and nominated, and backed up by the Governor, with the assent, it must be assumed, of his Executive Council, would have met with at least a moderate amount of consideration at the hands of the officials at the Colonial Office and would have received a reasoned reply. But no. Mr. Chamberlain's reply is a curt and simple refusal to consider the matter, and an intimation that even if the representations of the Unofficial members and of the Governor were found to be correct and to necessitate a reduction of the amount of the total revenue of the Colony, it would only entail a re-consideration of the percentage rate. In other words, that if the available taxable revenue was to be reduced, the rate at which the Military Contribution is levied would have to be raised. The Secretary of State can see no unfairness in dealing in one way with the Straits Settlements and in another way with Hongkong, nor is there any answer to Sir WILLIAM ROBINSON's representations about the Post Office revenue, except that if they were allowed to prevail there must be similar allowances in other directions.

It is as we have always thought and said: The Colonial Office and War Office combined have made up their minds that this Colony shall contribute a definite sum of money towards the support of the Garrison. That happened to be about 17½ per cent. of our then revenue, and as we preferred a percentage to a fixed

sum it was determined to pay 17½ per cent., but it was at the same time unalterably determined that no alteration in our revenue, either as the result of Legislative action or of the course of events, should be permitted to lower the amount of that contribution, however much it might be increased. If the revenue fell, the percentage was to be increased. We have now the key to solve all the mysteries of the refusal to concede any constitutional freedom. An unofficial majority in the Legislative Council would assuredly reduce all purely local taxation—the Light Dues to wit. A Municipal Council would withdraw a large portion of the Revenue from the general budget. Neither alternative could be tolerated, as either would tend to reduce the Military impost.

Will our Legislative and Executive Councils and our Justices of the Peace resign now and let the officials rule in peace, undisturbed by protests and free from disagreeable questionings? They do not want our assistance; they prefer to be without it. Let them have their way.

TELEGRAMS.

(Special to Hongkong Telegraph.)

THE REVOLT IN FORMOSA.

THE REBELS DEFEATED. PEACE RESTORED IN THE CAMPHOR DISTRICTS.

Amoy, July 23rd.
A steamer just in from Taiwanfoo has brought the news that reinforcements of Japanese troops from Kelung arrived at Anping on the 10th and were promptly landed and sent to the front, near Hoonim and Chipchip. The insurgents were found in force on the 18th instant in a valley to the north of Chipchip, near Tai-pin-ling, their headquarters. A desperate conflict ensued and resulted in a victory for the Japanese, who pursued the enemy into the mountains and occupied Tai-pin-ling. Owing to this victory the Japanese were able to restore communication between the camphor districts—where the rebellion first broke out—and their base at Taiwanfoo.

The country lying between the camphor districts and Taiwanfoo is now clear of rebels, and as soon as reinforcements arrive from Hiroshima the rebels will be followed up. In the mean time the troops will probably remain on the defensive, and give protection to merchants carrying on business in the districts from which the rebels have now been driven out.

REUTERS' MESSAGES.

MATABELELAND. LONDON, July 21st.

Sir F. Carrington with a strong force attacked the Matabele stronghold in the Matoppe hills. After a fierce resistance the position was carried. Sixty of the enemy were killed. The British force lost three killed and eleven wounded.

THE OUTBREAK IN CRETE. Fighting has been resumed in the vicinity of Canaca and Candia. British and French warships have arrived at Heraklion (7 Herakles.)

(From Diario de Manila.)
NEW SPANISH WARSHIPS. MADRID, July 13th.

The Government has definitely decided to purchase the Italian cruisers Garibaldi and San Maria, now at Genoa. One of them will be sent at once to Cuba from Genoa and the other is expected to be ready for sea by the end of the year. The Government has entered into contracts for the construction in England of two large men-of-war.

OBITUARY. MADRID, July 12th.

The eminent French Cardinal Mgr. Bourret and the distinguished Spanish artist Moreno Ayala are dead.

MADRID, July 13th.

The death, at Berlin, of Professor Curtius is announced.

MADRID, July 16th.

Cardinal La Valette died yesterday in Rome.

THE WAR IN CUBA. MADRID, July 13th.

Commander Gazo has commenced the reconstruction of the old Jucara road connecting Santa Clara and Puerto Principe.

Reports of unimportant "brushes" with the enemy, usually ending in the retreat of the rebels, are constantly being received at the War Office.

July 14th.

In consequence of the rapidly which characterizes the reconstruction of the Jucara road the rebels are retreating towards the East. The troops are advancing along the road after the rebels.

General Weyler has ordered the immediate strengthening of the garrisons in the forts. He has also increased the strength of the flying columns.

MADRID, July 16th.

The rebel Chief Gomez and Calles have been stopped in their march eastwards and our troops have caused them to retire to their old positions.

(From Japanese Papers.)
THE NEW COMMERCIAL TREATY. TOKIO, July 13th.

It is expected that the Treaty of Commerce between Japan and China will be signed in a few days. The plenipotentiaries have disagreed in their interpretation of the clause in the Shimonoseki Treaty relative to manufacturing in China, and the Japanese plenipotentiary has considered it advisable to withdraw the provisions in the new Treaty relating to the subject, because the discussion of the question would indefinitely delay the conclusion of the Treaty. It is thought that there is no need to repeat these provisions in the new Treaty, as they are expressly stipulated in the Shimonoseki Treaty, and the rights of Japan in connection with this matter will in no way be impaired so long as the Shimonoseki Treaty holds good.

THE PREMIER. TOKIO, July 13th.

Marquis Ito visited upon the Emperor, at 11 o'clock this morning and reported the result of his tour to Formosa. Marquis Saigō, who

TELEGRAMS.

accompanied him to Formosa, arrived in the capital yesterday afternoon.

Marquis Ito has now resumed his duties which during his absence have been discharged by Count Karoda.

FORMOSA AFFAIRS. TOKIO, July 13th.

A telegram from General Tachibana at Taipei dated the 12th inst., says:—Lieut.-Col. Imabashi's column attacked Fokuto at 10.30 a.m. on the 10th and occupied the place. In this action one man was killed and one non-commissioned officer and a man were wounded. Lieut.-Col. Imabashi arrived here on the 11th. He is now to advance upon the insurgents in the vicinity of Urita. Major Matsui's column, two companies of infantry and a battery of artillery, have gone to Shushugai.

TOKIO, July 14th.

Peace has been almost restored between Hinnan, Shingai and Kwanan.

The reconstruction of the harbours of Kelung and Takow, which is under consideration, is estimated to cost some fifty million yen.

A naval station is to be established at a port in the Pescadores for the defence of Formosa.

TOKIO, July 15th.

A telegram to the Government states that the total strength of the rebels in Formosa is a little over 3,000.

REPORTED DEATH OF M. HITROVO. TOKIO, July 14th.

A telegram has been received by the Government announcing that M. Hitrovo, Russian Minister to Tokio, who went home on a holiday a few months ago, has died suddenly.

THE GERMAN TREATY. TOKIO, July 15th.

The new Treaty with Germany was approved by the Privy Council on the 11th inst. and immediately ratified by the Emperor. The ratifications will be exchanged at Berlin. The provisions relating to patents and trade marks in the new Treaty will be put into operation immediately after the exchange of ratifications.

JAPAN AND SIAM. TOKIO, July 15th.

Messrs. Kobayashi Kunio and Iwamoto Chikuma and Mr. Watanabe's Siamese gentleman who is now on a visit to Tokio, have proposed to organize an association to be called the Japan-Siam Society, with the object of promoting commerce and intercourse between Japan and Siam, through co-operation with the Society of the same name existing in Bangkok.

RUSSIAN RELIEFS FOR SEOUL. TOKIO, July 15th.

Intelligence has been received to the effect that 34 officers and men from the Russian gunboat Mandchur, now lying at Chemulpo, proceeded to Seoul in a steam launch on the 12th instant. They were to relieve the guards of the Russian Legation.

THE TYPHOON.

In the weather report issued by the Observatory officials this morning it is stated:—"On the 22nd at 4.10 p.m. there was a typhoon North of Formosa approaching the coast between Fookchow and Shanghai. On the 23rd at 10.20 a.m. the typhoon centre moving northwards had just passed to the North of Shanghai. At 11.20 a.m. the barometer showed a heavy fall at Shanghai and a light fall between Fookchow and Hongkong, while at Beijing there was no change. Pressure remains low generally with no marked tendency to increase in the South and it is likely that another depression may form in the N. part of China Sea."

CABLES BROKEN BY THE TYPHOON. The Joint Telegraph Companies issued the following *Exposé* this afternoon:—Communication between Shanghai and Japan is totally interrupted by the typhoon, and restoration cannot be expected for three or four days. In the meanwhile telegrams can be directed via Djibouti (Persia) at \$4.85 per word.

A mail for Japan closes at Shanghai on Saturday next, at 10 a.m.

J. M. BECK, For Manager in China.

At 4 p.m. the barometer read 29.45.

JAPAN TIDAL WAVE RELIEF FUND.

Mr. Jackson begs to

THE reconstruction and improvement of the harbours of Kelong and Takow, in Formosa, which is under consideration, is estimated to cost about fifty million yen.

It still continues very hot—thermometer 93 in the coolest part of this office all day. Queen's Road has been simply delightful, while the G. P. O. verandah, opposite the Club, has been charming.

It was a lunatic named Francis who attempted to shoot President Faure. A telegram to a Saigon contemporary states that the would-be assassin's object was to attract attention to himself. He accomplished his object beautifully, for he will now receive attention (from the police) as long as he lives.

On the 14th instant a telegram was received by the Japanese Government stating that M. Hirovov, Russian Minister to Tokio, who went home on leave a few months ago, had died suddenly. Where his Excellency died is not stated in the Press despatch from which this information is derived.

WIRTH'S CIRCUS: All preparations have been made for the opening of Wirth's Circus to-night on Jardine's ground near Causeway Bay. The programme arranged is of the best, and judging by the reports that have reached us from the towns previously visited by this troupe the amusing performance that will be presented will be well worth the price fixed for admission.

MESSRS. W. POWELL & Co. have issued a very neatly got-up pamphlet of "Summer Fashions." The letter-press is neat and very clear and the pictures of up-to-date costumes are attractive as they are unquestionably pretty and, it may be added, distinctly "captivating." This neat booklet should be in the possession of all who wish to keep pace with the times in the matter of dress.

It is reported that the Japanese Government have under consideration drastic measures for the prohibition of opium smoking in Formosa. They have already taken measures to prohibit the private sale of opium in the island, with the object of stopping the practice by degrees; but finding that this will not suffice to accomplish their object they now intend to forbid the importation of the drug.

THE Manila *Diario* says it is about time the Spanish Government instructed their representative in Tokio to negotiate a new treaty with Japan. Our Manila contemporary pertinently remarks that many other nations have already concluded new treaties with the Dai Nippon, and yet Spain, although one of the most "interested" powers owing to the proximity of the Philippines to Formosa and the Pescadores, is found out in the cold, or at all events clean out of the hunt for new treaties with Young Japan.

H.R. MAYSTAY the Queen-Regent of Spain, upon hearing the sad news of the recent seismic disaster in the Sanriku district, Japan, sent a message expressing her profound sympathy with the Emperor of Japan through her Minister in Tokio. The new Spanish Minister delivered the message after he had presented his credentials, at an Imperial Audience. His Majesty, in his reply, said he was exceedingly touched at the sympathy shown to him and his people by the Sovereigns and Rulers of the West.

STILL another sudden death, probably due to the great heat of the last few days, has to be recorded. Mr. F. Drysdale, who was only appointed assistant bill of the Supreme Court a few days ago, yesterday afternoon complained of feeling unwell and went home. This morning he was found dead in his bed, the appearances pointing to heat apoplexy. The deceased was in the Dock Yard Police for several years, and so far as is known was very steady and quiet. The funeral, which was well attended by the friends of the deceased, took place this afternoon.

It is set forth in the report of the Directors of the Grand Hotel, Limited, of Yokohama, that the net profit for the half year ending 30th June, December, 1895, and after providing for general expenses, Directors' and Auditor's fees, bonus to Manager, interest, and writing off bad and doubtful debts, amounts to \$44,283.53. It was proposed and carried at the half yearly meeting held on the 20th instant that a dividend of 10 per cent. be paid (amounting to \$45,000) and that \$19,283.53 be carried forward.

On Monday afternoon last the second Engineer of the steamer *Zafra*, in Kowloon Dock, upon finishing his day's work, undressed and went for a swim, leaving his working clothes, in which he had \$700 in notes, in the bathroom. His boy, not knowing of the money, hung the clothes over a hatchway. Upon finishing his swim, the owner found the money had been abstracted from his pocket, and at once gave information to the Police. Detective Meyer made inquiries, and yesterday arrested the head stevedore engaged on the steamer on the charge of stealing the money, and the manager of the stevedores Hong and the wiver of the two men, on the charge of receiving stolen goods. Between \$500 and \$600 of the money was found in the house occupied by the parties. Mr. H. L. Denny appeared for one of the parties charged this morning, and at his request the hearing was adjourned until to-morrow.

MEMORANDA.

TO-DAY, 23rd July.
9 a.m.—Meeting of Zealand Lodge.
9 p.m.—Wirth's Circus and Menagerie, at East Point, near Kennedy's Stables.
The American Steam Riding Gallery, at the Reclamation Ground, Peking, West Point.

TO-MORROW, 24th July.
Australian mail due.
Tacoma mail due.

SATURDAY, 25th July.
English and American mails due.
Transfer Books of the H.K. Land Investment and Agency Co., Ltd., closed from this date to the 27th inst., inclusive.
9 p.m.—Concert at Volunteers' Headquarters.

THE Okayama Silk Reeling Company of Okayama has suspended operations for the present season, on account of losses in business and also of the advance in price of the new cocoons. The report and accounts of the company for the past half-year show losses of 10,647 yen.

ACCORDING to the *Osses Mainichi*, General Katsura, the new Governor-General of Formosa, in the course of conversation with a friend at Nagoya the other day, stated that he was not going back to Formosa, as reported in the Tokyo press, on account of the recent rising in the island. His return to his post did not necessarily follow as a matter of course consequent on the rising of the rebels in the vicinity of Utsunomiya, which had been already anticipated at the time he had visited the island with the Premier. Expectations were then being made, and he left instructions to deal severely with the rebels. But at that time the rowdies were in scattered, isolated groups, offering no chance for crushing them. He received news of a conflict at Nagasaki on his way home. The inhabitants of Utsunomiya were a very turbulent class, and it was quite natural that the insurrection should break out at various other localities. At the time of the Revolution in Japan many minor insurrections broke out. We must be prepared to see fresh outbreaks of insurrection in Formosa continue for ten years to come. As these relations recede and outlaws of Formosa could never well be brought to submit to the Japanese authorities by any milder means, the only course left for dealing with them was to gradually accomplish slaughter in detail. The savages could be more easily brought to submission than the seditionist disbanded Chinese soldiers, as they have not been influenced by Chinese sentiments, but rather have always hated the Chinese intensely.

THE IMPLIED WARRANTY OF SEAWORTHINESS ATTACHING TO VOYAGE POLICIES.

THE "CULMORE" CASE.
LONDON, June 20th.
The case of the *Culmore* referred to in this week's "Log" is one of great importance to shipowners. The vessel was nearly new, built on the Clyde in 1890, and was a well-found and seaworthy vessel in every respect, being well equipped with shifting-boards. She was commanded by a competent master, who had been years in the owners' service. She loaded and sailed at Hamburg to sail round to Barry, where she was to load a coal cargo. It was not questioned that the supply of sand ballast was amply sufficient. The vessel encountered terrific weather in the North Sea and capsized, there being only four survivors out of the entire crew. The vessel was insured for the round voyage from Hamburg to Barry, while there, and thence to Rio de Janeiro and thirty days.

There attached to the insurance policies, of course, the usual implied warranty of seaworthiness. Although the majority of the underwriters, representing over £20,000, passed the claim and paid, one Lloyd's underwriter, representing £750, refused to pay. Mr. Justice Henn Collins, before whom the case was tried, while finding that the managers had done everything they could to secure the seaworthiness of the vessel, and also finding that she was well equipped with shifting-boards, and in every other respect, held that she was lost by the negligence of her master in not erecting shifting-boards, with which she was equipped. He further found that this rendered the ship unseaworthy at the commencement of the voyage, and that this constituted a breach of the implied warranty of seaworthiness, and that therefore the underwriters were not liable.

We do not wish to quarrel for a moment with the doctrine of an implied warranty of seaworthiness attaching to voyage policies, but what we wish to point out is that where owners have done everything they could possibly be called upon to do to render a vessel seaworthy, it is a great hardship if they are to be held uninsured by reason of the negligence of their master or crew, as in the case in question, and we would point out to shipowners the advisability of providing against this contingency for the future by inserting a properly worded negligence clause in all their voyage policies. Such a clause, having regard to the existence of the implied warranty of seaworthiness, requires careful wording, and we would suggest the following:—

"The implied warranty of seaworthiness attaching to this policy shall only extend to the acts of the owners and managers, and shall not extend to negligence of master and crew, or other servants of the owners, rendering the vessel unseaworthy at the time of sailing or on voyage. Should the vessel be lost by reason of such negligence the underwriter agrees to hold the assured covered."—*Fairplay*.

PROPOSED JAPANESE VOLUNTEER FLEET.

Mr. Amano Solchiro, President of the Oriental Steamship Company recently organized in Tokio, presented a petition the other day, asking for a Government subsidy, and offering to build the fleet of his company ready for use as armed cruisers in time of war. The principal points of the petition are as follows:—The fleet of the company shall be organized on the basis of the so-called "Volunteer fleet" which is in vogue in Europe (Russia only). The steamships will carry on trade as merchant vessels in time of peace, and will be so constructed as to be readily transformed into warships in time of emergency. This plan will, it is claimed, benefit the navy on the one hand and the interests of commerce and industry of the Empire on the other. The vessels shall be chiefly manned by naval officers and men of the naval reserve, the discipline, drill, and rules of the crew being based on those of the navy, and the company shall devote attention to the training of naval cadets, sailors, engineers, firemen, etc., on board the Volunteer vessels. The company shall avoid competition against Japanese shipowners as much as practicable, opening lines to foreign countries which are not already opened by Japanese. The company's business can be gradually extended and a most powerful mercantile fleet be organized. Such an undertaking as this being unprecedented in this Empire, few people have experience in such business. It is the desire of the company to have its vessels constructed and equipped under the direction of the naval authorities, so as to make them specially adaptable to naval service. Special care will therefore have to be taken in the equipment and working of the vessels, which will seriously affect the cost. For this reason, it is urged, a certain percentage of the cost of the vessels should be contributed by the Government.—*Kobe Chronicle*.

ADMINISTRATION OF THE SEISMIC WAVE RELIEF FUND.

The *Nichi Nichi Shinbun* states that the sum set aside by the Japanese Government for the relief of sufferers by the seismic wave in north-west Japan is to be appropriated as follows:—

Food, 56,643,300 yen.—The sufferers are to be given rice at the rate of four 20 per bush daily for 30 days from the 16th inst. The number of survivors in the three affected prefectures to be relieved in this way is about 40,137.

Clothing and Furniture, 127,500 yen.—Under this heading, the sufferers are to be given 15 yen per family; the number of families requiring assistance of this nature is believed to be 8,500 in the three prefectures.

For the purchase of material and apparatus required for the revival of usual industries, yen 170,000.—Under this heading each family is to be given 10 yen.

Rural of the dead, clearance of debris, and Hospital and other expenses, yen 98,480.—The number of people killed by the disaster is estimated to be 24,000. 10,000 corpses could not be identified and the burial expenses are put at 25,000 yen. 15,000 houses were destroyed and the expenses for clearing the debris are put at 46,000 yen. The sick and injured number 5,300, and the medical expenses are put at 26,600 yen.

Twelve yen to receive 375,680 yen; Miyazaki, 59,610 yen; and Aomori-ken, 17,200 yen.

In connection with the official relief of sufferers in the north, Count Itagaki has sent instructions to the Governors of the afflicted prefectures, as follows:—

- (1) The object of the relief being to aid those survivors who have lost their means of self-support, the fund should not be recklessly distributed like alms.
- (2) Those sufferers who have more or less property left and who are not without means of self-support, should not be given anything.
- (3) Sufferers who receive aid from the fund for agricultural implements and seeds, under the Calamity Fund Law, have no claim on the fund for the purchase of material and apparatus.
- (4) The Medical funds to be used for the treatment of sick and wounded, and should not be distributed to individuals.
- (5) The Funds for burying the dead, and clearing away the debris are to defray the cost of coffin hire and other sundry expenses, but are not to be distributed to survivors.
- (6) The relief being intended for helpless sufferers, no portion of the sum should be appropriated for public works.
- (7) Regarding other matters the Governors are free to decide according to their own discretion.

THE IDENTIFICATION OF CRIMINALS.

OUR PRESENT SYSTEM OBSOLETE AND INADEQUATE.

Dr. Hodgson writes on the above subject in the *Sydney Star* as follows:—Months ago the Australian Governments applied through their Agents-General to the French authorities for the instruments necessary to make anthropometric records of persons whom it was particularly desired to identify. The French authorities declined to furnish these instruments or to send details of their use, fearing that a misapplication of them might discredit their system. However, Australia was not the only country that had been treated in this way, and Australia, like some other countries, has now been able to declare itself independent of grudging assistance. A set of instruments which are capable of measuring to a 1/16th of an inch is now in existence, and was shown by the writer last Friday evening. They are designed and made from beginning to end by his own hand.

The necessity for identifying persons is well seen in the following instances. Dr. Livingston's remains had to be brought to the African coast for identification. The body was recognized by certain stoppings in certain teeth corresponding to those recorded in the books of his dentist. The recognition was confirmed by a false joint in the arm, which arose from the blow of a lion's paw during an encounter. Again, the remains of our own Le Chantre may have been seen, but they have not been identified. Sydney contains some 10,000 French prisoners, who are positively identified by the French Government to keep in New Caledonia. Other criminals also enter our colony, and remain unrecognized, because our present system is too crude, cumbersome and laborious. At the border towns Chinese constantly cross and re-cross, and cause our officials much anxiety in their identification. A simple system exists that would identify them in two minutes. The *Tribune* can identify the necessary details of the system. In case of life assurance many claims are made on the offices when the policy-holder is not dead, or some other person has passed the examination for him. A crude method of identification still finds favour with the companies, when a simple and easy process could be adopted which would easily prevent fraud. In the case of banks the *Langley* incident furnishes an admirable illustration of the fault of a system of identification. A forged signature was received valued at £40,000 from a body in Hong Kong. Mr. Langley was written to send her finger prints instead of a written signature that they could not have occurred. Then in the case of Parnell and the forged incriminating letters, the best experts in handwriting could not swear the signature either was or was not Parnell's. The forger fortunately cleared the matter up by a confession: These cases prove that a necessity does exist to identify persons.

Our present absurd system is well shown in mortuaries. A measurement and certain descriptions are taken, and it is only a very few people who could, after studying the records, pretend to identify the body. Fancy describing the complexion of the corpse and the colour of the hair. Most people know the colour of the hair can be changed to suit one's fancy for a few pence. Therefore such details are almost worthless. Besides, the features change so much after death that in many cases a body is scarcely recognizable. The anthropometric system will identify the principal means of identification resides in the clothes and the contents of the pockets.

From London strict statistics can be obtained which show the labour and toll involved in the best system they have in vogue. For every prisoner who is personally identified by police or gaol officials a labour of 90 hours' personal inspection has to be spent. That is, a man has to waste more than two full weeks' work for every single identification he makes of a prisoner. At 5s. a week that is 25s. The anthropometric system will require three minutes for the same process, a saving of 5s. 4s. 10s. 9d. on each case. When recourse is had to the special crime registers to search for a man who is believed to be known it requires eight hours' labour to identify the person. Compare this with ten minutes under a mechanical process. Then, again, for every fruitless search that is made it requires two hours' labour. Now these figures apply to London statistics alone. The

they have to include all searches for country enquiries, too, in the same way as it done in France, then the waste of time would have to be doubled. Yet the mechanical process will include the identification of every criminal in a population of, say, 30 millions, and at a cost of but ten minutes' labour. Under our present system thousands of criminals are not recognized, but under the mechanical process few or none escape. The difference is so great that even a stupid man ought to be able to see the advantage.

The English authorities are now introducing the anthropometric system, and they admit the present system or any development of it is incapable of attaining the desired results. It is only to be found in scientific methods.

The cases of mistaken identity which have produced injustice to persons are too numerous to quote.

The anthropometric system has been in use in France for the last 13 years. In Ceylon, since 1892, they learn it from a magazine article, and they report that it is eminently satisfactory. In Geneva it was adopted in 1890. In Belgium it is used for foreign criminals. In Italy they are adopting it in 1890. In Bengal it is used, and the print of the left thumb is also taken. In Madras and Assam it is used, and is being pressed on all over British India. It was introduced in North America in 1887. It is used in Detroit, in Columbia, in Wrenston, and in Pennsylvania. In another State the refusal of the French Government to part with instruments led the people to make their own. In New South Wales the writer has reduced a complete set of instruments made in brass by himself.

In France Bertillon carries on this species of work, and Sir R. Webster, late English Attorney-General, visited the bureau, and although a complete stranger to the system he was able in three months to find the correct card out of a cabinet of 140,000 cards. Such is the ease and simplicity of the system. Bertillon collects and classifies reports of 85,000 persons each year. He has never made a wrong identification. In three successive years he only missed identifying 14 persons. The next year he did not miss even one. The measurements for classification are only five, viz., length and breadth of head, length of left middle finger, foot and forearm. These measures are subdivided by three, and therefore a cabinet of 90,000 cards with 243 drawers would only contain 400 cards in each drawer. Subsequent tripartite division of other measures reduces the cards to be examined to sets of one or two each. The time required even of a stranger to find any special card is only three minutes. To print the details of the process would take too much space. Suffice it to say that the system is summed up in the words—ease, accuracy, and economy.

In 1898 Dr. Penkajle wrote about finger-prints. Since then other men have studied the subject. Sir William Herschell 11 years ago took his own finger-prints in wax. Subsequently prints have been repeatedly taken, and there is no variation in the pattern. He for more than 20 years identified all the blacks who came to him for pensions, State papers, land transfers, &c., by finger prints. He says this is the only means to keep the blacks truthful and honest in their statements.

The patterns of all fingers are formed before birth, exist unchanged and unchangeable during life, and are easily decipherable and persistent after death. Hence arises their value to a life assurance office. They are self-signatures, free from fraud, defect, or clerical error. They are thus superior to written signatures. The patterns are found on the bulbs of the fingers, between the transverse ridges which pass from side to side, just beyond the joint crease, and those arched ridges which follow the curve of the nail. The patterns are divided into three series—Arches, which are curved lines passing from side to side, and not having a backward turn or loop; loops, which are ridges running backwards to the side they originate from; and whorls, or those patterns containing at least one distinct circle or ring. Impressions are easily taken by placing the finger bulbs upon printers' ink thinly spread on glass or metal, and then pressing the fingers on paper. Ordinary rubber stamp pads do pretty well, but the ink is rather too watery.

An Englishman named Francis Galton has collected, classified, and dealt with an enormous number of these prints, and he says they are the most certain and reliable means of personal identification that the human family possesses.

In Hongkong this system might be introduced with advantage.

LEGAL INTELLIGENCE.

SUPREME COURT.

Criminal Sessions.
(Before His Lordship Dr. F. W. Carrington, C.M.G., Chief Justice.)
July 23rd.

THE "MARTHA" SHOOTING CASE.
Peter Grundwald was charged with having on the 25th May last maliciously inflicted grievous harm on, and unlawfully wounded one Li Kik-shun.

Mr. H. E. Pollock, Attorney-General (instructed by Mr. A. B. Johnson, Crown Solicitor, and Mr. K. W. Mooney) prosecuted, and Mr. J. Francis, Q.C. (instructed by Mr. F. Bowley, of Mr. H. L. Denny's office), appeared for the defence.

The defendant, through his counsel, pleading not guilty, the following special jury was drawn:—Messrs J. W. R. Taylor, W. H. Potts, S. Hancock, H. N. Mody, A. O'D. Gouldin, T. Arnold and F. A. Gomes.

Mr. Pollock, in opening, explained the facts in the case as follows: On the 25th of May, about 4 or 6 o'clock in the morning, a gang of 50 coolies went to work on the steamer *Martina*, and all seems to have run smoothly until about 11 o'clock, when, as the coolies were working cargo at three hatches, a sharp shower of rain fell. One of the head men called up the coolies of No. 2 hatch to put tarpaulins over the hatch, and went off. Several of the coolies came up to obey the order, when one of them was snuffed and hit by a European officer for not working quickly enough. This coolie resisted being snuffed, and a piece of wood was used to strike him, and he struck him back. This resulted in a general melee, and in consequence of the noise the coolies ran from all forward, one of them being hit by a foreigner with a piece of wood while running to the scene of the disturbance. The defendant during this melee came on deck armed with a revolver, and fired, as was claimed, six shots, one of which hit the prosecutor in the back and lodged in his chest, while another passed through the leg of another coolie. The two wounded coolies lay down and the row ceased. The Water Police were sent for, and the sergeant found in the defendant's room an empty revolver, apparently recently used, seventeen empty cartridge cases, six of which appeared to be newly fired, and a few loaded cartridges. On deck he found two pieces of lead, apparently bullets, and a bullet mark on a hatch combing.

Evidence in support of this statement was then called.

Case proceeding.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held yesterday afternoon immediately after the meeting of Council. Hon. J. H. Stewart Lockhart (Colonial Secretary) presided, and all the members were present.

THE QUEEN'S STATUE.
The Chairman.—The first minute is one in which the Governor recommends the Council to vote a sum of \$1,053,633 for expenditure in connection with the erection of the statue of Her Majesty the Queen, being difference between the amount spent (\$9,559.60) and the amount voted (\$8,500).

The vote was recommended.

KENNEDYTOWN SHEEP AND SWINE DEPOTS.
The Chairman.—The next minute is one in which the Governor recommends the Council to vote a sum of \$10,000 for the erection of a landing-stage at Kennedytown, in connection with the sheep and swine depots.

Vote recommended.

THE IMPROVEMENT OF STREET LIGHTING.
The Chairman.—The next minute is one in which the Governor recommends the Council to vote a sum of \$10,000 for the improvement of street lighting. The reports on the subject have just been laid on the table at the meeting of the Legislative Council. I do not know whether hon. members would care to have more time to consider this subject or whether they are prepared to vote the sum now. It is not likely that the whole of the \$10,000 will be spent this year, but it is thought advisable to take the vote now, and if it is not all expended an application will be made to the Finance Committee to make a re-vote.

The Director of Public Works—\$5,000 will be spent this year and the balance will be entered on the estimates for next year.

The Colonial Secretary.—That amounts to exactly the same thing.

Vote recommended.

THE SUPPLEMENTARY COLONIAL ESTIMATES.
The Committee then considered the Supplementary Appropriation Bill, and the items were taken one by one.

On the first item (Pensions, \$18,776.97) being read, Hon. T. H. Whitehead said:—In regard to that item, was it not possible to form a more accurate estimate as to what the pensions would really amount to?

The Chairman.—It is rather difficult to form quite an accurate estimate, because you cannot conceive who will be going to retire on pension. Also, the exchange varies during the year.

Hon. T. H. Whitehead.—It seems to me to be a very large sum between the amount actually expended and the amount estimated.

The Chairman.—The sum is large, but if you will look the total estimated is a pretty large one—\$94,000. As the hon. member is aware, exchange fluctuates a good deal and pensions increase in number. New pensioners come and old pensioners die. Every attempt is made to make the estimate as accurate as possible. Personally, considering the fluctuations in exchange and the uncertainty as to who will take pensions, I do not think that \$18,000 is really very much out of the way in a total of nearly a lakh of dollars.

Hon. T. H. Whitehead.—In the matter of exchange the fluctuations have been infinitesimal for some considerable time.

The Chairman.—During 1895? This applies to the year 1895. Of course the hon. member is much better acquainted with the question of exchange than I, but I was under the impression that 1895 was not a very steady year in the matter of exchange. However, the point will be noted, and if it is possible the estimate will be made still more accurate.

Item recommended.

On the next item, Governor and Legislature, \$2,714.36, Hon. T. H. Whitehead said:—I am in favour of this item, but at the same time I quite fail to see why the rest of Caledonian should not have been known at the time the estimates were formed.—It must have been within.

The Acting Colonial Treasurer.—It was known. It used to be debited to miscellaneous services, but the Secretary of State ordered it to be debited to Governor and Legislature, and in order to carry out that instruction it was necessary to take a separate vote.

The Chairman.—It is merely a transfer from one head to another.

Item recommended.

The next item on which there was discussion was Sanitary Department, \$9,406.10.

Hon. T. H. Whitehead.—In regard to this item I would refer to the resolution I moved at the last meeting of the Council asking for certain papers in connection with the proposed reconstruction of the Sanitary Board. The Governor then stated that all the papers would be laid on the table after the decision of the Secretary of State was received.

The Colonial Secretary.—Excuse me, the Governor said he did not propose to lay any papers upon the table until the Secretary of State had received.

Hon. T. H. Whitehead.—I may mention now that it would be well if the Government changed their policy of concealment in regard to papers of public importance, and gave us the papers now in order that we may offer opinions we may form, and if matters have not been fully represented we would then have an opportunity of putting things right. It will be of very little service—in fact no service at all—to have the papers after the decision has been arrived at, because the Secretary of State would have been issued without our having the opportunity of considering the papers. If we have them now we will have that opportunity. I think the Council has a right to an opportunity of considering the papers now and, to have the chance of referring matters home through the Government. There can be nothing which has been said or written that will not bear the light of day, and I can scarcely re-litise any reason which can justify the Government in withholding the papers any longer.

The Chairman.—The hon. member had the fullest opportunity of making that statement at the last meeting of the Council. Why he did not avail himself of that opportunity of course I do not understand. My impression is that the reason why he did not say that was because he was not supported by his unofficial colleagues, who were quite settled to wait until the decision of the Secretary of State arrived. Of course I may be wrong, but the hon. member's colleagues will correct me if am.

Hon. T. H. Whitehead.—Before the vote is passed I would really urge the Government again to insist on the desirability of confiding in us to the extent of giving us the papers bearing on the subject. I think there is every reason why we should have them. My unofficial colleagues voted unanimously with me in the month of December of January last. I then asked for the papers, and I was under the impression that certain members would have supported me when I asked for the papers at the last meeting of the Council.

The Chairman.—You have changed your mind.

Hon. T. H. Whitehead.—I withdrew my motion.

The Chairman.—You have changed your mind since then.

Hon. T. H. Whitehead.—I wanted nothing unreasonable when I asked for the papers.

The Chairman.—Mr. Whitehead, you have changed your mind, but it will be noted on the minutes that you wish the papers.

Case proceeding.

The Acting Colonial Treasurer.—I do not see that this is relevant.

The Chairman.—It is not relevant; it is simply with the object of allowing the hon. member to express his views, although he had an opportunity at the last meeting of the Council.

The item was then recommended, and the remaining items were recommended without discussion.

The Chairman.—The items, gentlemen, have all been recommended by the Finance Committee, and the report of the Committee will be brought up at the next meeting of the Council. There is no other business.

ADJOURNMENT.
The Committee then adjourned.

SHIPPING AND MAIL NEWS.

MAILS DUE:

Australian (*Manila*) to-morrow.
Tacoma (*Olympia*) to-morrow.
English (*Misaki*) 25th inst.
American (*City of Rio de Janeiro*) 25th inst.
German (*Sachsen*) 28th inst.
Indian and Straits (*Chivdra*) 28th inst.
Australian (*Talook*) 28th inst.
American (*Galle*) 30th inst.
Canadian (*Empress of China*) 3rd prox.
American (*City of Peking*) 8th prox.
Tacoma (*Bramar*) 11th prox.

The Canadian Pacific Railway Co.'s steamer *Empress of India* arrived at Vancouver on Tuesday last.

The Canadian Pacific Railway Co.'s steamer *Empress of Japan*, from Hongkong, arrived at Amoy at 3 a.m. to-day, and left again at 6 p.m. for Shanghai.

The P. M. S. S. Co.'s steamer *City of Peking*, with mails, etc., left San Francisco for this port, via Honolulu, Yokohama, and Nagasaki, on the 11th inst.

The Imperial German Mail steamer *Sachsen*, carrying the German mails with dates from Berlin to the 29th ult., left Singapore for this port at 9 a.m. to-day, and may be expected here on or about the 28th inst.

SHIPPING RETURNS.

From 5 p.m. yesterday to 5 p.m. to-day.

ARRIVALS.	
Vorwarts	steamer, from Newchwang.
Mathilda	" " Pakhol.
Brand	" " Moll.
Loosik	" " Salgon.
Fookiang	" " Chikiang.
Compoli	" " Manila.
Palawan	" " Kato.
Palawan	" " Japan.
Aggregating 11,325 tons register.	
DEPARTURES.	
Canton	steamer, for Canton.
Palawan	" " Salgon.
Palawan	" " Chikol.
Chusan	" " Salgon.
Daphne	" " Shenhai.
Kachidate Maru	" " Kutchinora.
Dani	" " Amoy.
Wingang	" " Shanghai.
Aggregating 9,718 tons register.	

HONGKONG AND WHAMPOA DOCK RETURNS.

Intimations.

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"ANTIPYRINE,"

(DOSE FOR ADULTS 15 TO 35 GRAINS TROV)

Is the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, INFLUENZA, DENGUE, ERYSIPELAS, WHOOPING-COUGH, and many other complaints. It is also the very best ANTISEPTIC. Highly recommended by the Medical Faculty. Ask for DR. KNORR'S ANTIPYRINE! Each Tin bears the Inventor's Signature "Dr. KNORR" in red letters.

"DERMATOL,"

Is the best Vulnerary; its effect in stimulating the closing up of Wounds is described as amazing.

Dr. OVERLACH'S

"MIGRAINE,"

(ANTIPYRINE-CAFFEINE CITRATE)

Invaluable for MIGRAINE and of the greatest value in treating HEADACHES of definite etiology, in the HEADACHES of INFLUENZA, of NICOTINE and MORPHIA POISONING, and generally where the administration of other remedies have failed. To be had of every reputable Chemist and Druggist. Supplies constantly on hand at the

CHINA EXPORT, IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA.

BEWARE OF SPURIOUS IMITATIONS!

Shipping.

STEAMERS.



NIPPON YUSEN KAISHA.
JAPAN-EUROPE LINE.

STEAM FOR
SINGAPORE, COLOMBO, PORT SAID,
MARSEILLES, LONDON AND ANTWERP.
THE Chartered Steamship

"BALMORAL,"
Captain McRiche, will be despatched for the
above Ports on or about the 31st instant.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, 14th July, 1896. [1139]

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship

"ORESTES,"
Captain Palford, will be despatched as above
on MONDAY, the 3rd August.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 22nd July, 1896. [1136]

CANADIAN PACIFIC RAILWAY
COMPANY.
FOR PACIFIC COAST, CANADA AND THE
UNITED STATES.

"HUPZH"
will be despatched on or about WEDNESDAY,
the 8th August, for VICTORIA and VAN-
COUVER, B.C., via NAGASAKI, KOBE and
YOKOHAMA.
Through Bills of Lading issued to Japan,
Pacific Coast, Canadian and United States
Ports.
For Particulars as to Rates, &c., apply to
D. E. BROWN,
General Agent.
Hongkong, 22nd July, 1896. [1135]

"RICKMERS" REGULAR LINE OF
STEAMERS.
FOR MARSEILLES, HAVRE AND
HAMBURG.
(Taking Cargo at through rates to Red Sea,
Mediterranean and Black Sea Ports.)
THE Company's Steamship

"MARIA RICKMERS,"
Captain E. Berg, will be despatched as above
on THURSDAY, the 6th August.
For Freight or Passage, apply to
ARNHOLD, KARBURG & Co.,
Agents.
Hongkong, 9th July, 1896. [1139]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.
FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

"HAILONG,"
Captain Davis, will be despatched for the above
Ports TO-MORROW, the 24th instant, at
Noon.
For Freight or Passage, apply to
DOUGLAS LARPAK & Co.,
General Managers.
Hongkong, 23rd July, 1896. [1160]

CHINA NAVIGATION COMPANY,
LIMITED.
FOR SHANGHAI.
THE Steamship

"HOIHOW,"
Captain Goodall, will be despatched TO-
MORROW, the 24th instant, at 3 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 22nd July, 1896. [1151]

"BEN" LINE OF STEAMERS.
FOR LONDON, VIA SUEZ CANAL.
THE Steamship

"BENLOMOND,"
Captain McIntosh, will be despatched as above
on or about FRIDAY, the 24th instant.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 16th July, 1896. [1139]

FOR SINGAPORE, PENANG AND
CALCUTTA.

"ARRATON APCAR,"
Captain J. E. Hansen, will be despatched for the
above Ports on SATURDAY, the 25th instant,
at 3 P.M.
For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 21st July, 1896. [1135]

ROYAL PACKET NAVIGATION COMPANY
OF NETHERLANDS INDIA.
JAVA, CHINA, JAPAN LINE.

FOR SINGAPORE, BATAVIA, SAMARANG
AND SOERABAYA.

"CASSIUS,"
Captain M. Unruh, will be despatched for the
above Ports on SATURDAY, the 25th instant,
at 3 P.M.
Through Bills of Lading issued for all Ports
in the East Indian Archipelago, Amsterdam,
Rotterdam, Genoa, Marseilles, Antwerp, London,
Naples, Leghorn and Trieste.
For Freight or Passage, apply to
LAUTS, WEGENER & Co.,
General Agents.
Hongkong, 22nd July, 1896. [1161]

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.

"PYRRHUS,"
Captain Bait, will be despatched as above on
MONDAY, the 27th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 15th July, 1896. [1133]

CHINA NAVIGATION COMPANY,
LIMITED.
FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY AND MELBOURNE.

"CHANGSHA,"
J. E. Williams, Commander, will be despatched
on TUESDAY, the 28th instant, at 3 P.M.
The attention of Passengers is directed to the
Superior Accommodation offered by this Steamer.
The First-class Saloon is situated forward of the
Engines. A Refrigerating Chamber ensures the
Supply of Fresh Provisions during the entire
voyage.
A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.
For Passage apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 15th July, 1896. [1123]

"SHIRE" LINE OF STEAMERS.
FOR HAVRE, HAMBURG AND
LONDON.

"MONMOUTHSHIRE,"
Captain Evans, will be despatched for the above
Ports on or about the 31st instant.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 2nd July, 1896. [1161]

JAVA, CHINA, JAPAN LINE OF
STEAMERS.
UNDER MANAGEMENT OF THE
ROYAL PACKET NAVIGATION COMPANY
OF NETHERLANDS INDIA.

PROPOSED SAILINGS:
(Subject to Alterations.)
JAYA, HONGKONG, YOKOHAMA, KOBE,
AMOY, HONGKONG, SINGAPORE,
JAVA.

FROM HONGKONG.
S.S. Cassius..... To JAVA..... 1 July.
S.S. Federation... To JAVA..... 1 Aug.
S.S. Germania..... To JAVA..... 1 Sept.
S.S. Germania..... To JAPAN... 1 Aug.
S.S. Cassius..... To JAPAN... 1 Sept.
S.S. Federation... To JAPAN... 1 Oct.
General Agents for China & Japan,
LAUTS, WEGENER & Co.,
Hongkong, 16th July, 1896. [1141]

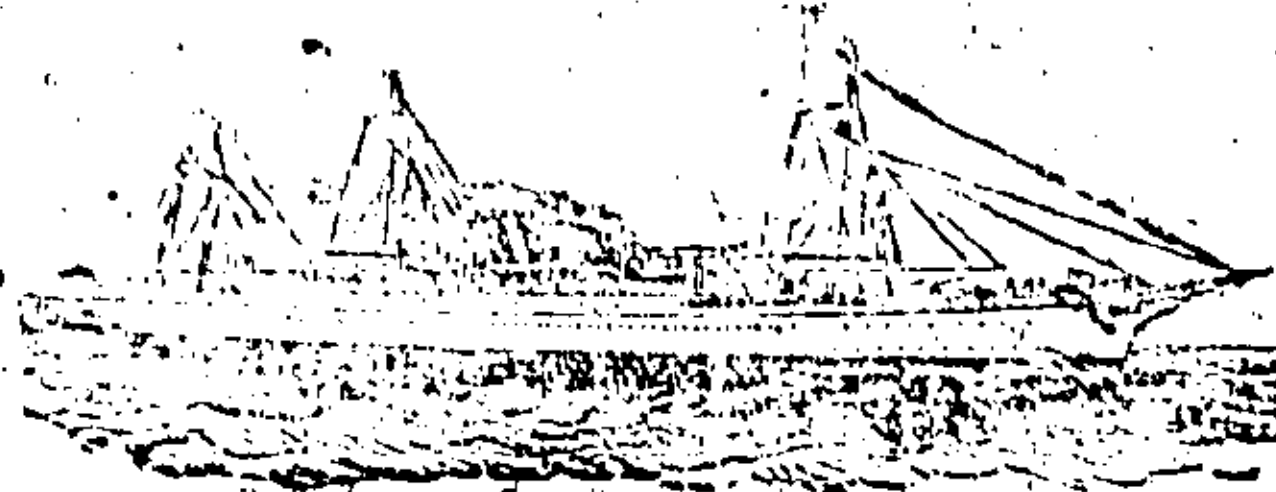
"RELL" LINE OF STEAMERS.
FOR LONDON AND HAMBURG.

"EUPLECTRA,"
Captain Morris, will be despatched as above
on MONDAY, the 10th August.
For Freight or Passage, apply to
ARNHOLD, KARBURG & Co.,
Agents.
Hongkong, 16th July, 1896. [1149]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1896.



1896.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 12th August.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 2nd September.
EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R...WEDNESDAY, 30th September.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF
JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12
DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL
TRAINS of the CANADIAN PACIFIC RAILWAY, leaving there daily, and cross the Continent
FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is
made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return
tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,
Diplomatic and Civil Services, and to European Officials in the Service of China and Japan
Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia,
via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months,
£100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS
(the Company having received the highest award for same at recent Chicago World's Exhibition)
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the
Line passes.

DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by
the Company, and their appointments and Cuisine are unexcelled.
For further information, Maps, Guide Books, Rates of Passage, &c., apply to

Hongkong, 22nd July, 1896.

D. E. BROWN, General Agent,

Paddis Street.

OCCIDENTAL & ORIENTAL
STEAMSHIP
COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE.

THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Galle (via Nagasaki,
Kobe, Inland Sea,
Yokohama & Hon-
olulu) Saturday, 8th August,
at Noon.

Doris (via Nagasaki,
Kobe, Inland Sea,
Yokohama & Hon-
olulu) Tuesday, 25th August,
at Noon.

Belge (via Nagasaki,
Kobe, Inland Sea,
Yokohama & Hon-
olulu) Saturday, 12th Sept.,
at Noon.

THE Company's Steamship

"GAELIC"
will be despatched for SAN FRANCISCO, via
NAGASAKI, KOBE, INLAND SEA, YOKO-
HAMA AND HONOLULU, on SATURDAY,
the 8th August, 1896, at Noon. Connection
being made at Yokohama with Steamers from
Shanghai.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to England,
France and Germany by all trans-Atlantic lines
of Steamers, and to the principal cities of the
United States or Canada. Rates, and particu-
lars of the various Routes may be obtained
upon application.

Special rates (First-class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic and Civil Services, to European
Officials in service of China and Japan, and to
Government officials and their families.

Passengers who have paid full fare, re-embark-
ing at San Francisco for China or Japan (or vice
versa) within one year, will be allowed a dis-
count of 20 per cent. This allowance does not
apply to through fares for China and Japan
to Europe.

All PARCEL PACKAGES should be marked to
address in full, and same will be received at
the Company's Office until Five P.M. the day
previous to sailing.

Consular invoices to accompany Cargo des-
tined to Points beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Freight or
Passage, apply to the Agency of the Company,
No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 23rd July 1896

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.

SOLE AGENTS FOR
HARTMANN'S RAHTIEN'S GENUINE
COMPOSITION RED HAND BRAND.
HARTMANN'S GREY PAINT.
DANIEL'S PATENT MORY LAUNCHES
&c.

SOLE AGENTS FOR
FERGUSON'S SPECIAL CREAM
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK.
REASONABLE PRICES.
Hongkong, 14th May, 1896. [1140]

Mails.

NORTHERN PACIFIC
STEAMSHIP AND RAILROAD
COMPANIES:

VIA INLAND SEA OF JAPAN.
THE attention of Passengers is directed to
the very cheap rates offered by this Line
to the Pacific Coast and the INTERIOR and
EASTERN CITIES of the UNITED STATES and
CANADA and to EUROPE.

HONGKONG TO LONDON \$400.
Excellent accommodation. First-class Table.
DOCTOR and STEWARDESSE carried.

HONGKONG TO NEW YORK \$350.
The Railroad travelling is second to none on
the American Continent. Magnificent scenery
of the ROCKY and CASCADE MOUNTAINS. The
YELLOWSTONE NATIONAL PARK route. Passen-
gers to EUROPE may proceed by one of the first
class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.
Rates of Passage to other Ports on application.
Special rates allowed to members of Govern-
ment Services.

PROPOSED SAILINGS FROM
HONGKONG.
(SUBJECT TO ALTERATION.)

Olympia 1,608 | Wednesday | July 29.
Bramar 1,601 | Sunday ... | Aug. 16.
Tacoma 1,449 | Thursday ... | Sept. 3.
Victoria 1,167 | Monday ... | Sept. 21.
Olympia 1,608 | Friday | Oct. 9.
Columbia 1,601 | Tuesday ... | Oct. 27.

THE Steamship

"OLYMPIA,"
Captain Truebridge, sailing at Noon, on
WEDNESDAY, the 29th instant, will proceed to
VICTORIA, B.C., and TACOMA, Wash., via
SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan,
Pacific Coast Points, and to Canadian and
United States Ports.

Consular Invoices of Goods for United States
Ports should be in quadruplicate; and one
copy must be sent forward by the steamer to
the care of the Freight Agent, Northern Pacific
Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address
marked in full) by 5 P.M., on the day previous to
sailing.

For further information as to Passage or
Freight, apply to
DODWELL, CARLILL & Co.,
General Agents.
Hongkong, 13th July, 1896. [1136]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.
Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL and
AMERICAN PORTS.

THE Steamship

"PERKIN,"
Captain J. F. Jephson, carrying Her Majesty's
Mails, will be despatched from this for
BOMBAY, &c., on THURSDAY, the 30th
July, at Noon, taking Passengers and Cargo for
the above Ports. This steamer connects at
Bombay with the S.S. Oriental, leaving that
port on the 21st August for London direct.
Silk and Valuable all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London;
other Cargo for London, &c., will be conveyed
via Bombay.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

Whippers are particularly requested to note
the terms and conditions of the Company's Bills
of Lading.

For further Particulars apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 16th July, 1896. [1131]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN AND HAMBURG.

PORTS IN THE LEVANT.
BLACK SEA AND BALTIC PORTS:
ALSO
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken ON THROUGH
BILLS OF LADING FOR THE PRINCIPAL
PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Sachsen Tuesday... 18th August.
Bayern Tuesday... 15th Sept.
Prinz Heinrich Tuesday... 13th Oct.
Preussen Tuesday... 10th Nov.
Sachsen Tuesday... 8th Dec.
Bayern Tuesday... 5th Jan.

Prinz Heinrich Tuesday... 1st Feb.
Preussen Tuesday... 1st March.

ON TUESDAY, the 18th day of August,
1896, at 6 A.M., the Company's Steamship
"SACHSEN," Captain, with MAILED
PASSENGERS, SPECIE and CARGO, will
leave this Port as above, calling at NAPLES and
GENOA.

Shipping Orders will be granted till Noon on
SATURDAY, the 12th Aug. Cargo and Specie
will be received on board until 5 P.M. on MONDAY
the 17th Aug. and Parcels will be received at
the Agency's Office until Noon on MONDAY, the
17th Aug. Contents of Packages as a rule, to
be marked in full, and Parcels should not exceed Two Feet
Cubic in Measurement.

The Steamer has splendid Accommodation
and carries a Doctor and a Stewardess.
Linen can be washed on board.
For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 21st July, 1896. [1152]

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of Hongkong.